CENTRAL INTELLIGENCE AGENCY

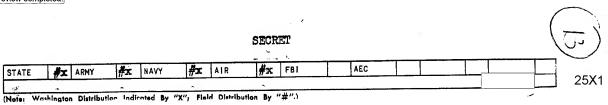
INFORMATION REPORT

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- In 1946 the Czechoslovak Airlines (Ceskoslovenske Aerolinie-CSA) was reestablished; both air and ground drews were obtained from any experienced personnel available. In 1950 CSA dismissed all company aircrew and most of the ground crew personnel with experience in Western countries or Armed Forces; aircrew replacements were obtained from the Czech Air force; ground crew replacements were obtained partly from the newly-trained technicians who had joined the CSA as apprentices at the age of 16. Military personnel transferred to CSA as first pilots and were required to have first passed a course at a military a tar concentiació transport school. Second pilots were required, before promotion to first pilots, to pass the same course. This course was specifically designed to prepare pilots for airline work. Radio operators, navigators, and flight engineers also went to a military transport school before transfer to CSA.
- 2. Crews for CSA DC-3 and IL-12 foreign flights were composed of a pilot, co-pilot, flight engineer, radio navigator and stewardess.
- Transfer of any aircrew personnel from the Czech Air Force to the CSA was for an indefinite period. Such personnel were not subject to military discipline while with CSA, nor was any formal work contract signed, except the agreement on salary. Uniforms were provided free, but usually required alterations; one uniform was provided the first year and one every two years thereafter. Two shirts were issued per year, but shoes were not provided.

USAF review completed.



Prague-Ruzyne airfield, as well as Bratislava /4809N-1707E7, Brno, and Kosice /4824N-2115E7, used motor-driven pumps which filled tanks with approximately 700 liters in 10 minutes. Hand-operated pumps, used at the smaller airfields, required from one fourth to one half hour in order to fuel tanks. Ninety-five to a 100 grade octane fuel was used.

The captain's pre-flight-5X1

check was very similar to those checks done by A25
system of vital actions during take-off and landing varied according
to the type of aircraft, there was no set routine for all types of
aircraft.

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